

Q_1	ARL_1
Q_2	.
Q_3	ARL_n
Q_4	ARL_1
.	.
.	.
.	.
.	.
Q_m	ARL_n

FIG. 1

200

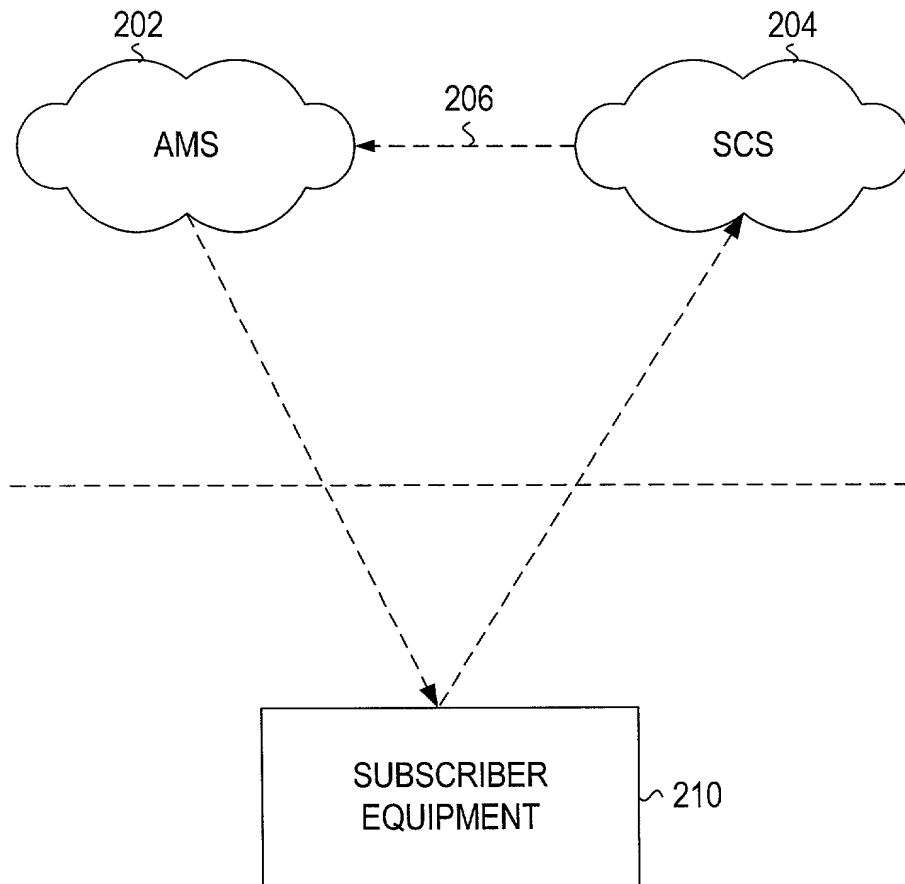


FIG. 2

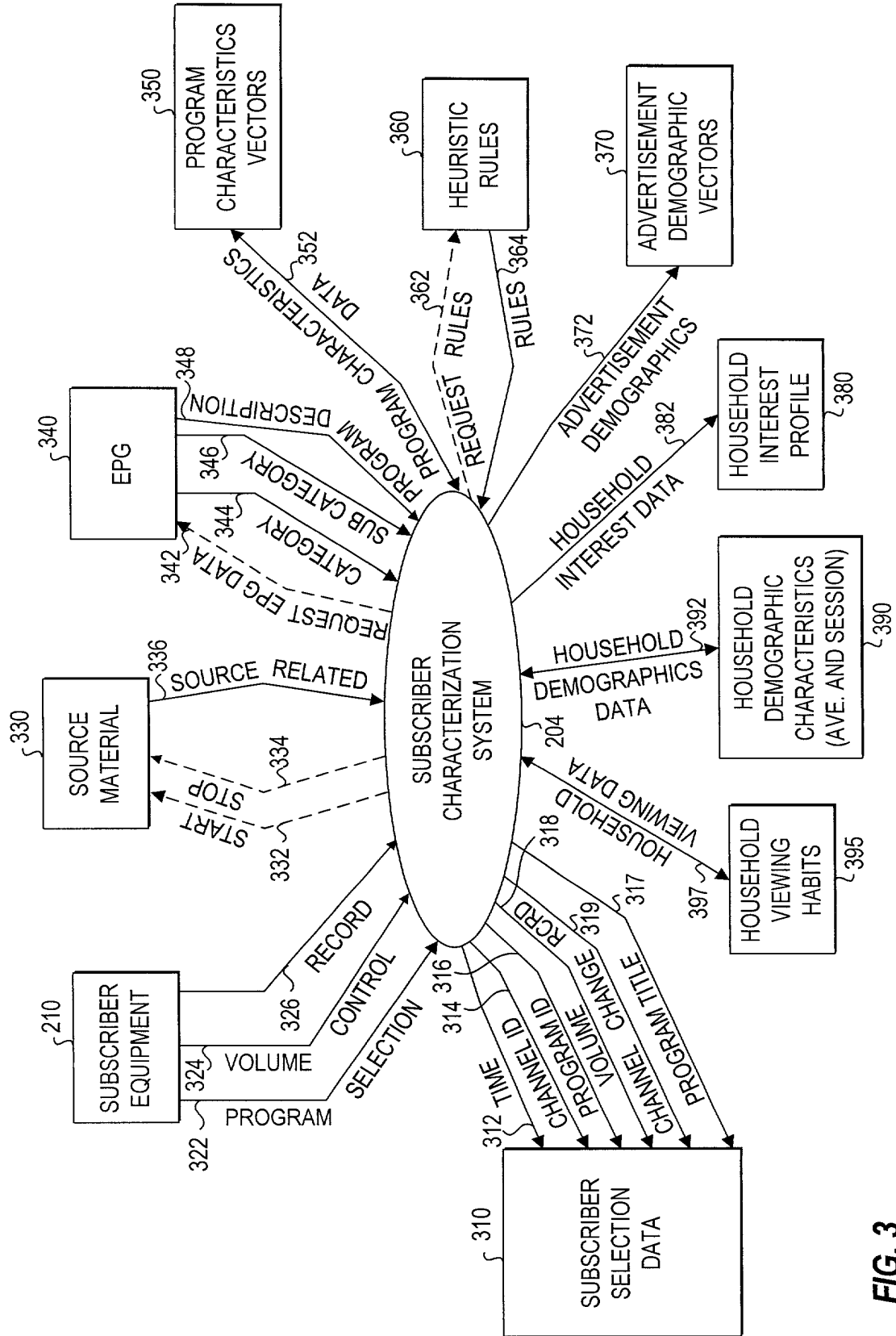
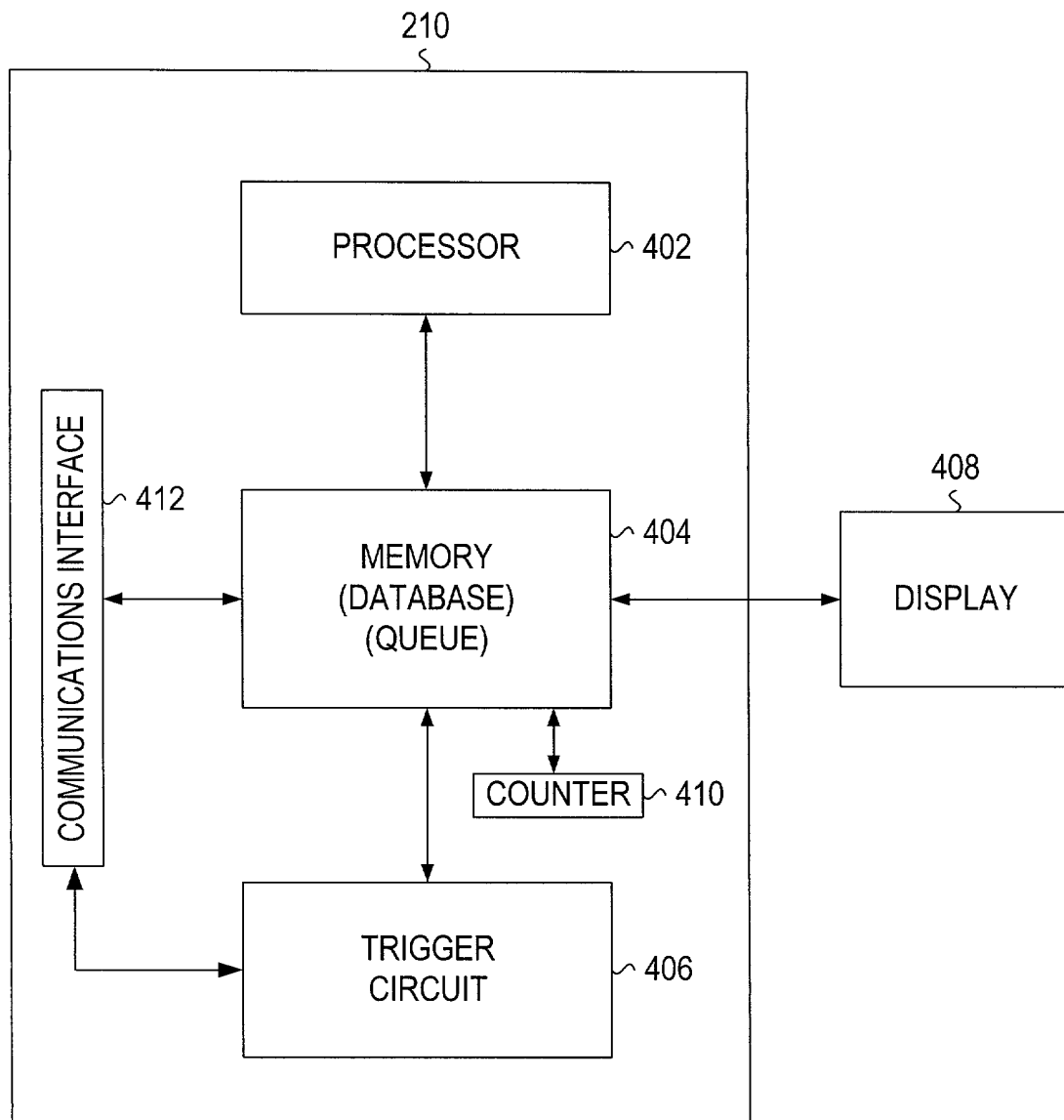


FIG. 3

**FIG. 4**

DEDICATED, HIGH BANDWIDTH AD CHANNEL

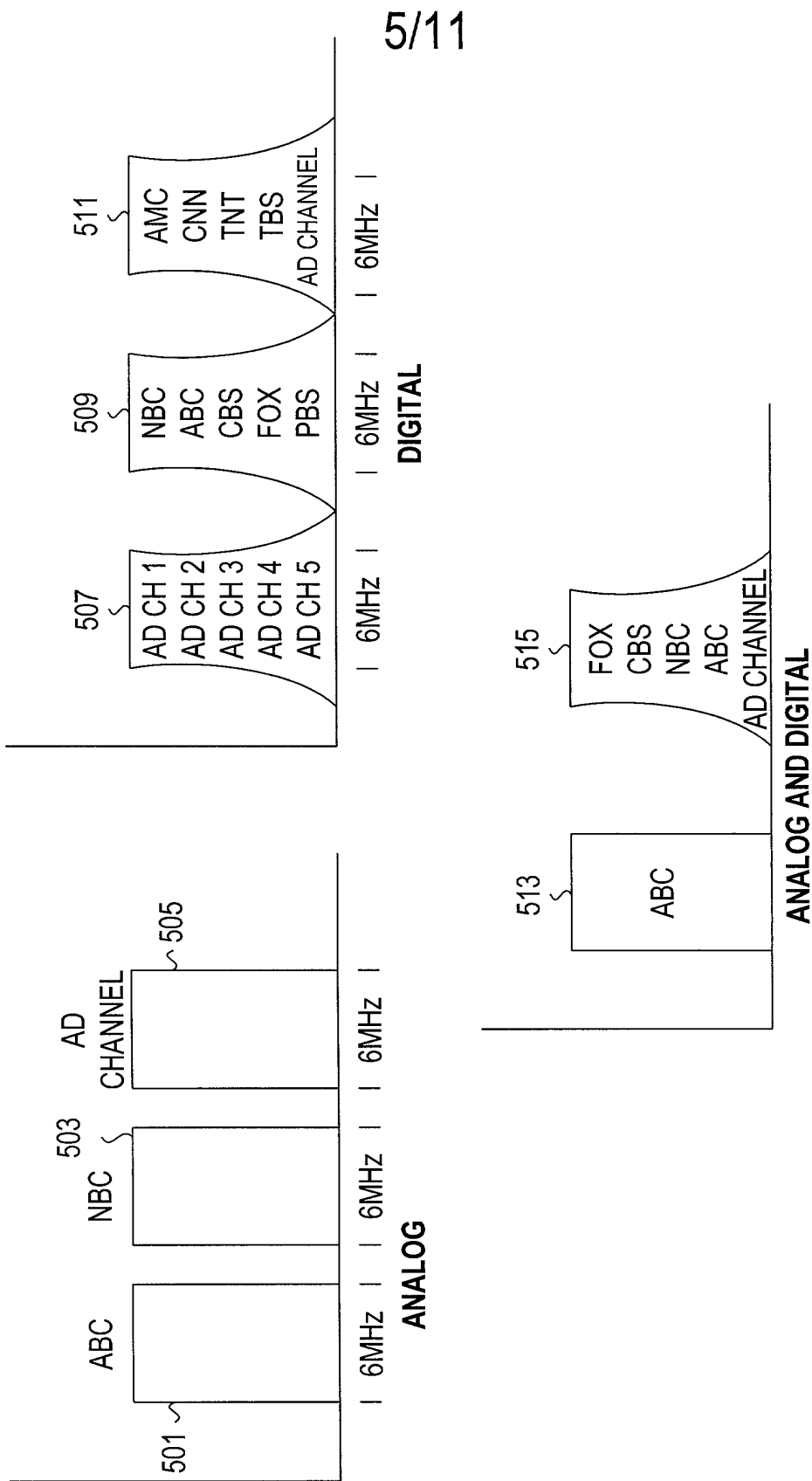
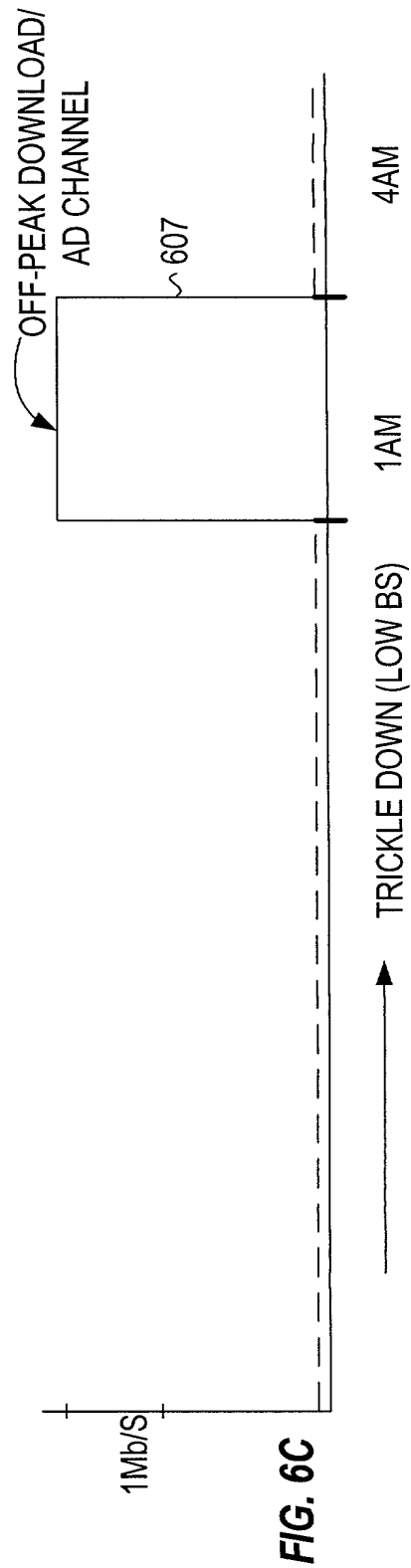
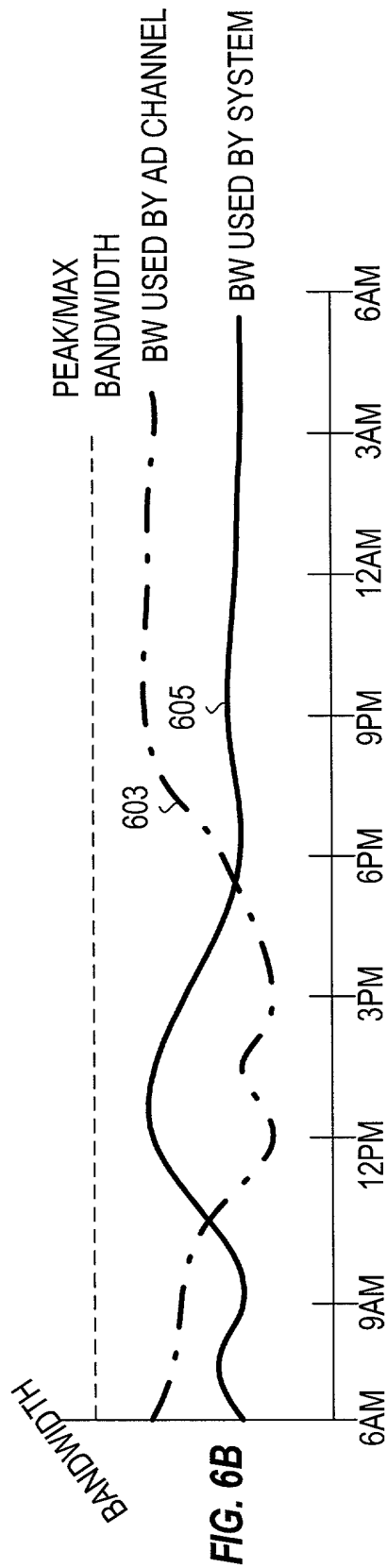
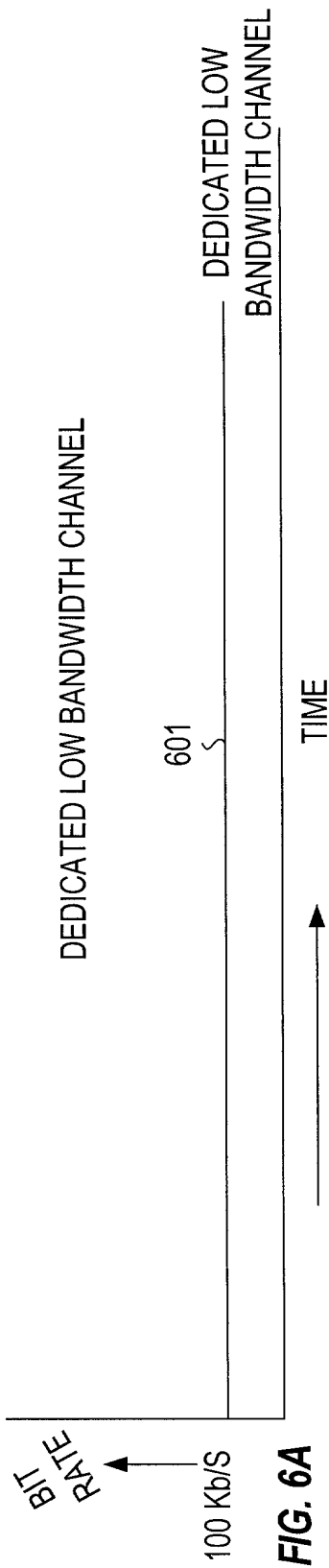


FIG. 5



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Q_1	ARL ₁ (FORD)
Q_2	ARL ₂
Q_3	ARL ₃
Q_4	ARL ₄
Q_5	ARL ₅
Q_6	ARL ₁ (FORD)
Q_7	ARL ₆
Q_8	ARL ₇
Q_9	ARL ₈
Q_{10}	ARL ₉
Q_{11}	ARL ₁ (FORD)

FIG. 7

Q_1	$ARL_1 (FORD_1)$
Q_2	ARL_2
Q_3	ARL_3
Q_4	ARL_4
Q_5	ARL_5
Q_6	$ARL_6 (FORD_2)$
Q_7	ARL_7
Q_8	ARL_8
Q_9	ARL_9
Q_{10}	ARL_{10}
Q_{11}	$ARL_{11} (FORD_3)$

FIG. 8

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Q_1	ARL_1 (FORD)
Q_2	ARL_2
Q_3	ARL_3
Q_4	ARL_4
Q_5	ARL_5
Q_6	ARL_6
Q_7	ARL_7
Q_8	ARL_1 (FORD)
Q_9	ARL_8
Q_{10}	ARL_9
Q_{11}	ARL_{10}
Q_{12}	ARL_{11}
Q_{13}	ARL_{12}
Q_{14}	ARL_1 (FORD)
Q_{15}	ARL_{13}

FIG. 9

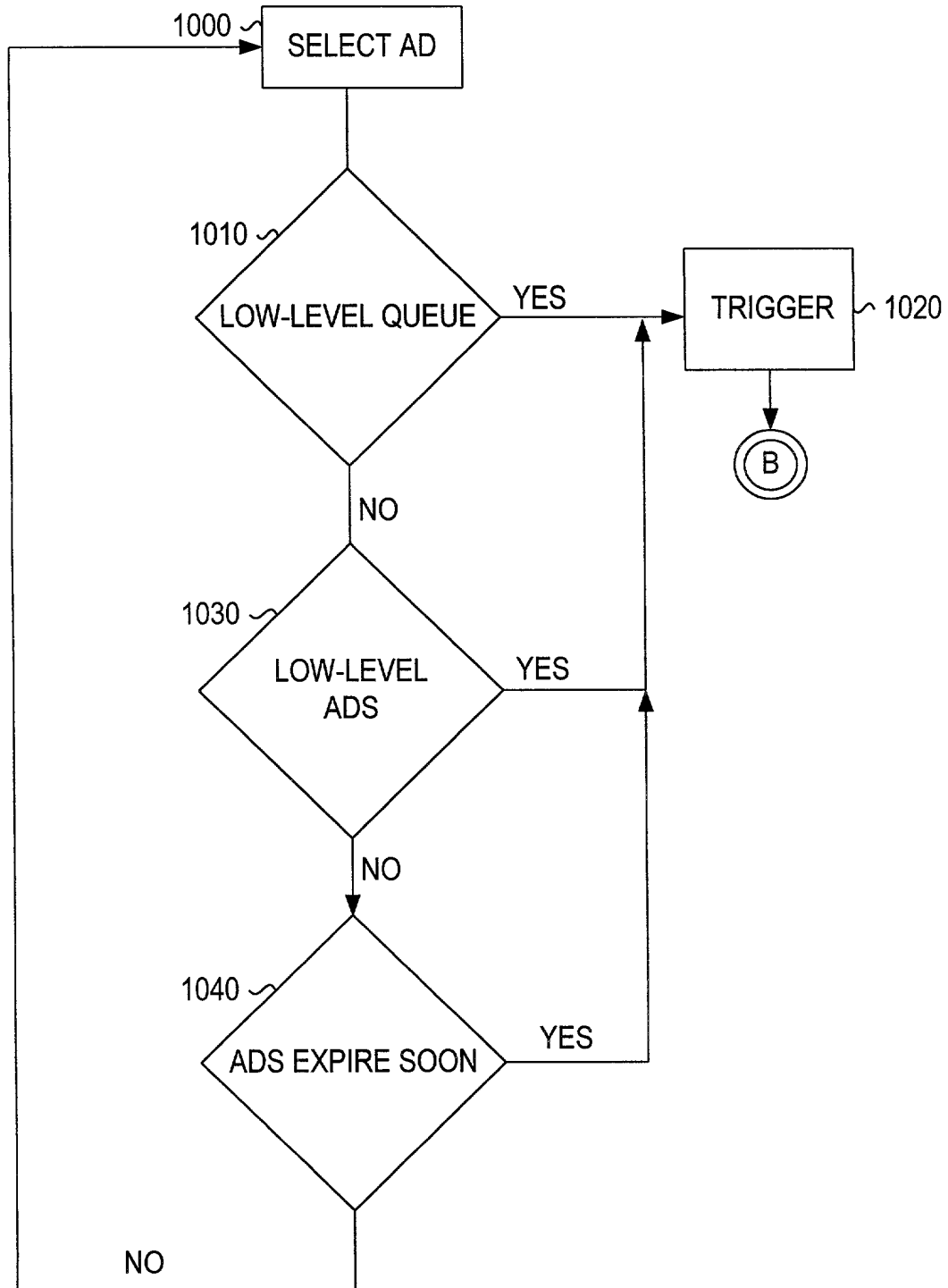
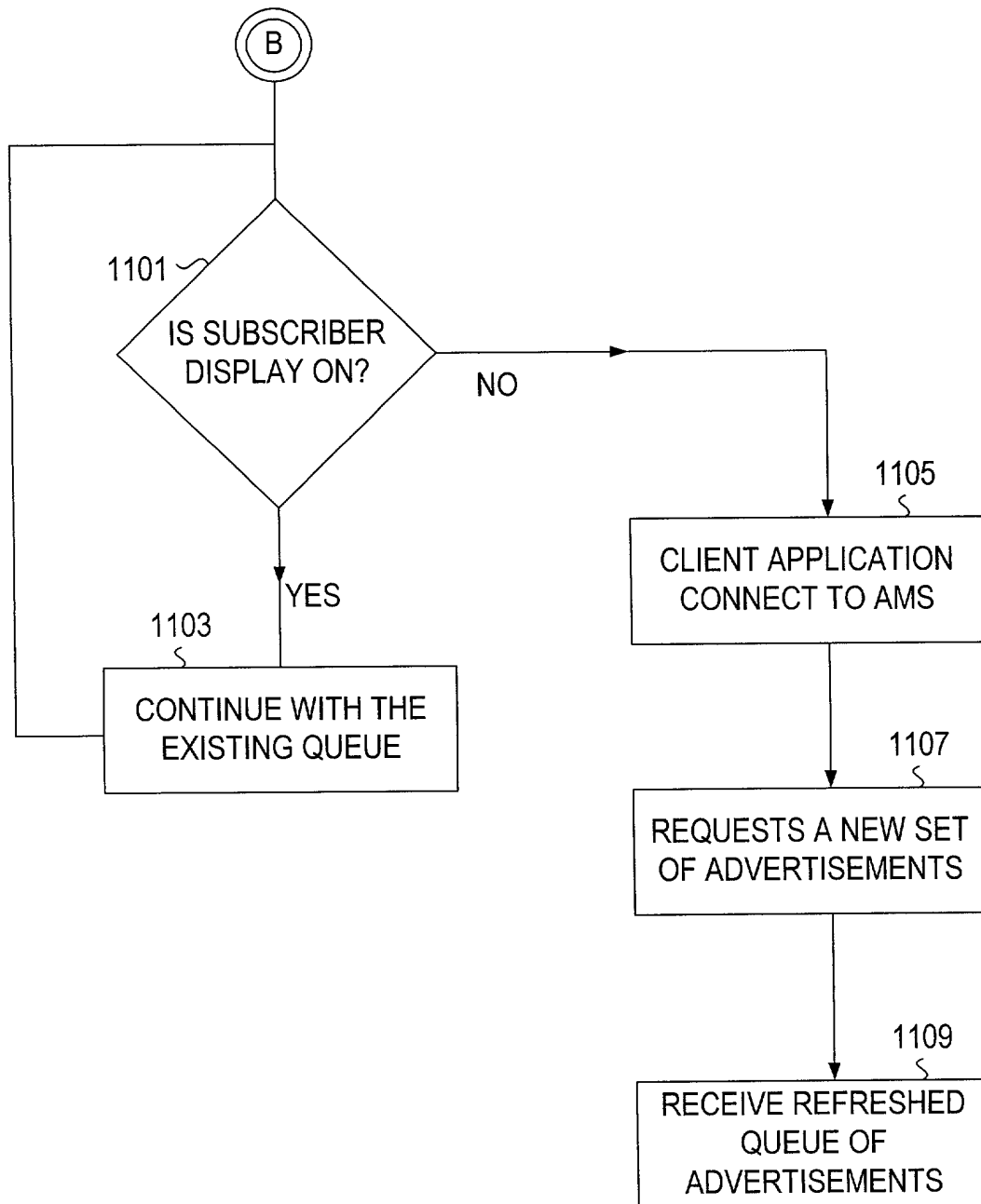


FIG. 10

**FIG. 11**